

Mount Vernon Parking Study

Existing Conditions



Introduction – Presenters and Staff



Study Purpose and Need

- Document Existing Parking Supply
- Document Existing Parking Surplus/Deficit
- Determine Future Demand/Surplus/Deficit
- Develop Recommendations to Manage Neighborhood Parking





Study Area

- Consists of 70 blocks
- Bounded by
 - Falls Rd. on the North
 - W. Mulberry St. on the South
 - Guilford Ave. on the East
 - N. Eutaw St. on the West
- Total of 12,200 Parking Spaces
 - 4,200 On-Street
 - 8,000 Off -Street





Existing Conditions Documentation

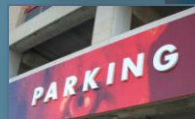
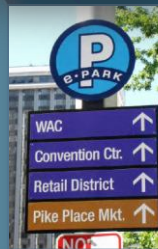
- Determined Existing Parking Regulations
- Stakeholder Interviews (Institutions and Parking Lots/ Garages)
- Survey to Document Existing On-Street Parking Utilization





Existing On-Street Parking Summary

- Residential Permit **(50%)**
- Metered (36%)
- Unrestricted
- Rush Hour Restricted
- Loading Zone/ Bus Stop
- No Parking Anytime
 - Overlapping regulations (e.g. rush hour restricted daytime/ permit nighttime)

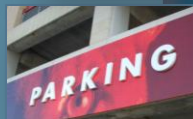
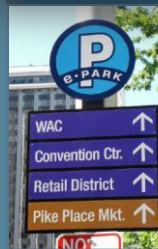
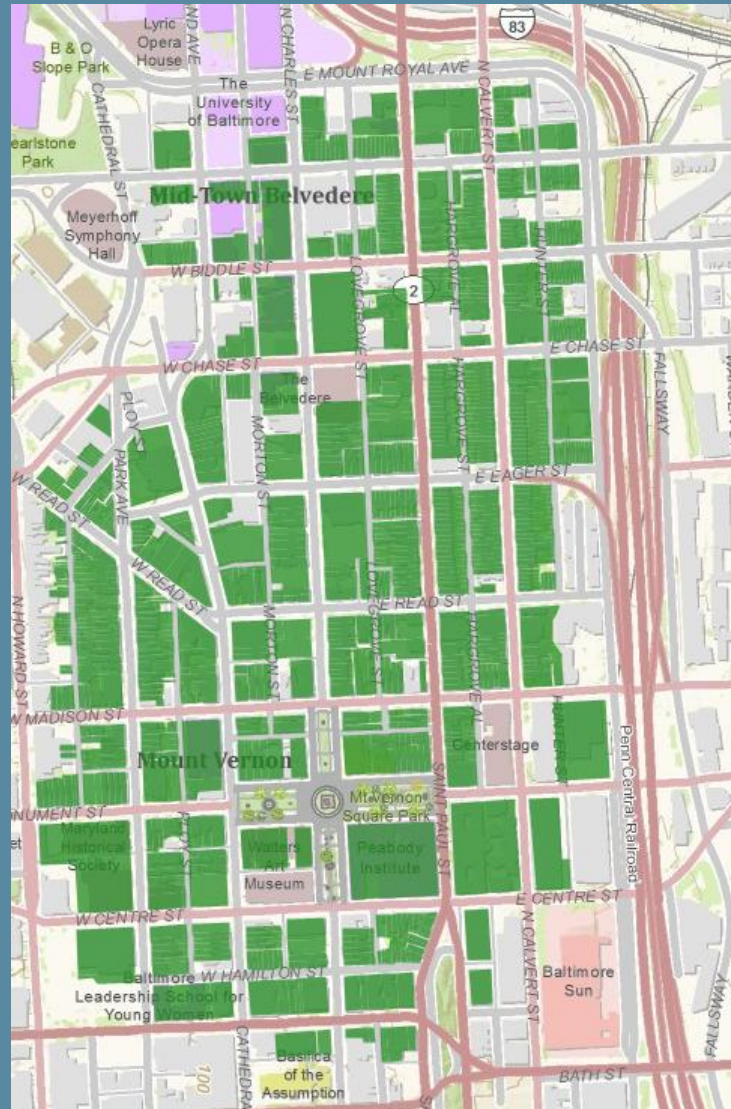


Residential Permit Parking

- Established by 1979 City Council
- Neighborhood Residents & Temporary Guest Only
- Good For One Year from Date of Purchase
- Over 1,800 Permits Issued in Mount Vernon



Area 28 Residential Permit Parking





Stakeholder Interviews

- Contacted area museums, schools, private clubs, residential buildings, etc.
- Questions Asked include:
 - Event frequency, size, site access, parking arrangements, trash/deliveries, expansion plans
- Based on Interviews and Event Calendar, Peak Parking demand is on Weekends



Stakeholder Interviews

- 17 Stakeholders contacted, 8 Responded
- Most rely on on-street parking, off-street parking facilities, or valet parking
- Two have own parking or lease agreements with other off-street facility





Stakeholder Interview

- Deliveries/Trash Pickup –
 - Evenly split between alley access to rear and no alley access
 - Front door deliveries park on street or double park
 - One reported recent loading zone in front
 - Double parking can result in traffic violation







Parking Garage and Lot Interviews

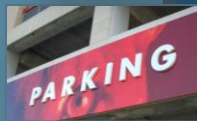
- Parking Garages Contacted by Phone
- Requested information on capacity (number of spaces), hours of operation, rates, utilization, plans for expansion
 - 36 parking garages and lots surveyed, 26 (72%) responded
 - 11 in core area (within 3 blocks of Mt. Vernon Square)
 - 2 (Penn Station, Franklin Street) operated by Parking Authority, 2 by Maryland General Hospital
 - Total capacity of garages and lots – over 8,000





Parking Garage and Lot Interviews

- Operating Hours
 - 24 respondents, 10 open 24 hours, 8 close by 11 pm or later, 6 close between 6 and 8 pm
 - Early closing of garages results in decrease of approximately 1,000 spaces in off-street capacity
- Parking Rates
 - Hourly from \$3 to \$12 per hour
 - Daily from \$7 to \$15 per day
 - Monthly from \$60 to \$310 per month





Parking Garage and Lot Interviews

- Parking Utilization
 - Only 14 facilities provided weekday utilization
 - Only 2 responded (Symphony and Belvedere) that they leased spaces
 - Wide range in utilization (38% to 100%)
 - Higher utilization in core area (near Mt. Vernon Square)





On-Street Parking Utilization Survey Methodology



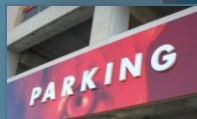
- Surveyed Existing On-Street Parking
 - Tuesday May 8th – 12:00-2:00 PM (Midday)
 - Wednesday May 9th – 6:00-8:00 PM (Evening)
 - Saturday May 12th – 12:00-2:00PM & 6:00-8:00 PM (Midday and Evening)
- Dates Selected to Reflect Busy Days with Large Events
- Video Taping of Area Used to Count Number of Parked Cars and Open Spaces





On-Street Parking Survey

- Observations
 - Abundance of Delivery Trucks in Mid-Day
 - Deliveries Often Result in Friction with Adjacent Lanes
 - Private Buses Cause Obstruction when Parked on the Street
 - Valet Services Common when Large Events
 - Parking and Drop Off in Core Area Around the Square Creates Traffic Issues





On-Street Parking Survey - Observations



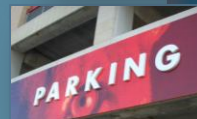
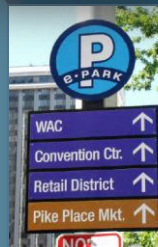
Tour Bus Parking on
Narrow Street

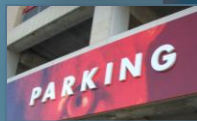


Mount Vernon Club
Valet Parking



Traffic Trying to
Squeeze Through
Double Parked Cars





Key Findings

- Parking Demand (% of on-street spaces available)
 - Weekday Midday - 47%
 - Weekday Evening - 33%
 - Saturday Midday - 26%
 - Saturday Evening - 16%
- Notes a surplus of between 675 (weekend evening) and 2,000 (weekday midday)
- Most utilized streets – Eager, Read, Madison, St. Paul, Calvert and Charles
 - a utilization of >100% on a block means more efficient parking (less than 22' per space or illegal parking)



Next Steps

- Further investigation of off-street facility utilization
- Estimate future development/ future car ownership/future parking demand
- Develop Management Recommendations
 - Modifications to existing regulations (permits/ metered rates)
 - Shared parking, shared valets, event traffic management
 - Demand Management (performance parking, graduated parking)
 - Short-term coordination with off-street parking facility operators for residential and event parking
 - Long-term assessment of additional off-street supply



POSTER DISCUSSION AND QUESTIONS ?

